

April 29, 2005

**FROM:** James A. Moore, P.E.  
Assistant Director of Project Development

**SUBJECT:** **TRANSPORTATION ENHANCEMENT FUNDS  
2005-2006 PROJECT SELECTION PROCESS**

**TO:** Regional Planning Directors  
District Engineers

This memorandum describes the 2005-2006 project selection process for the use of Transportation Enhancement funds and supplies some information relative to eligible projects.

## **BACKGROUND**

The Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 provided funds for "Transportation Enhancement Activities". Ten percent (10%) of the State's Surface Transportation Program (STP) funds must be set aside for enhancement activities. The 1998 Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continued the Transportation Enhancement Program and expanded the eligible use of funds at a slightly higher funding level. We assume the next allocations of federal transportation funds for the period covering 2005 through 2009 will continue the Transportation Enhancement (TE) program. The federal share for this program is a maximum eighty percent (80%) of the total cost. The applicant is responsible for supplying the twenty percent (20%) local match. This match, with few exceptions, must be a hard match i.e. the applicant must supply the match in dollars. The Transportation Enhancement (TE) Program in New Hampshire amounts to about \$3.7 million federal dollars per year.

## **ELIGIBLE PROJECTS**

The following projects are eligible for funding under this program:

- Facilities for bicyclists and pedestrians,
- Safety and educational activities for bicyclists and pedestrians,
- Acquisition of scenic easements and scenic or historic sites,
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities),
- Landscaping and other scenic beautification,
- Historic preservation,

- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals),
- Preservation of abandoned railway corridors (including conversion and use thereof for pedestrian or bicycle trails),
- Control and removal of outdoor advertising,
- Archaeological planning and research,
- Environmental mitigation to address and reduce both water pollution due to highway runoff and vehicle-caused wildlife mortality while maintaining habitat connectivity,
- Establishment of transportation museums

Attached for your use are guiding questions for eligibility and viability as well as specific principles and questions for each of the 12 eligible categories. This information can also be found at the following web site: [www.fhwa.dot.gov/environment/te/overview.htm](http://www.fhwa.dot.gov/environment/te/overview.htm)

Based on previous experience, the following should be evaluated when considering the eligibility of projects:

1. The project must relate to the transportation system e.g. the movement of people and goods by various modes of travel, the preservation of the historic values in transportation, protection of the transportation system, etc.
2. In most cases, maintenance projects may not be considered as transportation enhancements. For example, if a town had installed a sidewalk many years ago but it has fallen into disrepair due to neglect, the reconstruction of that sidewalk may be considered as maintenance and not eligible for funding.
3. When reviewing applications for bicycle paths/lanes the regional planning commission should look to see how this fits within the transportation network. Is it part of an overall community plan? Is it purely for recreational purposes or does it also provide an opportunity to remove single occupant vehicles from the road? In the past, during the project selection process, several bicycle path/lane projects were recommended and accepted by the Governor's Advisory Commission on Intermodal Transportation (GACIT). These projects were part of overall bicycle plans for the communities and would afford an opportunity for commuters to use an alternate mode of transportation. On the other hand, several applications were not selected because they involved the construction of bicycle paths/lanes totally within parks or recreation areas and could not be considered as transportation enhancements. Recreational trails are not eligible for funding under this program.
4. Historic preservation projects have caused the Transportation Enhancement Advisory Committee some concern in the past project selection rounds. This concern has been basically in the area of the connection of the project with the transportation system. In general, if the project involves the rehabilitation and operation of historic transportation buildings, structures or facilities, then the final product should still be associated with the transportation system.

In cases of historic preservation, the facility must have had strong ties to the transportation system at a point in its history.

5. Work completed on any project prior to the application being selected and approved cannot be paid for using Transportation Enhancement funds.
6. Applicants should evaluate the potential impact of the project on the Environmental and Historic resources. Impacts to such things as wetlands, water quality, endangered species, floodplains, historic buildings, stonewalls and archeological sites will need to be evaluated and documented prior to the project being constructed. Mitigating and avoiding these impacts could require significant modifications to the proposed design in order to receive the necessary resource agency permits to move forward and get authorization for construction funding.

## APPLICATION

A copy of the application for Transportation Enhancement funds is attached. The total application should be no more than **5-6 pages**. The applicant may attach additional back-up information in the form of an appendix if so desired. The following are guidelines for the completion of this form by the applicants and the following numbers correspond to the numbers on the application:

1. Applicant Name and Address: The applicant's complete name (or name of organization) and address must be included.
2. Name, Address, and Telephone Number of Contact Person: The complete name and address for the contact person is very important. When giving the telephone number please indicate what hours during the day the contact person may be reached.
3. Sponsoring Regional Planning Commission: Identify the regional planning commission within whose jurisdiction this project is located. The regional planning commission will attach its comments on the project when submitting the application to the Transportation Enhancement Advisory Committee.
4. Project Description: It is important to present as much detail on the project as possible within the 5-6 page limitation. Describe the project limits, its location, the purpose of and need for the project as it relates to transportation enhancement, and provide plans or sketches, if possible. A map showing the location of the project should be included with the application. This will facilitate field review of the project. Projects must be ADA compliant to be eligible for funding.
5. Municipal Management of Projects: Communities are strongly encouraged to manage their projects. Projects that are managed by the municipality allow for decision making and communication at the local level, and may occur in a more expeditious manner as the municipality can control the schedule of Project Development. Please review the "Manual for Development of CMAQ/TE Projects" available for reference at [www.te-cmaq.com](http://www.te-cmaq.com) and

the “Citizens Guide to Transportation series: Transportation Enhancement” at <http://webster.state.nh.us/dot/public/reports.htm>

6. Project Status: Describe any work that has been completed on the project as of the application date. None of this work is eligible for funding. Include information about the relationship of this project to any existing transportation plan(s), if applicable (e.g. if an application is for a bicycle path/lane does it relate to a community wide bicycle plan?). Documents illustrating public support for the project should be included with the application.
7. Project Cost Estimates:
  - a. Planning/Design/Engineering: Since all projects that are finally selected will be treated as any other federal aid highway project, it is necessary to estimate all costs for studies and preliminary planning activities as well as the cost of designing the project to NHDOT or other acceptable professional standards.
  - b. Right-of-Way: Unless the project can be accomplished wholly within the right-of-way owned by the applicant, a cost for acquiring the right-of-way, at fair market value, should be included.
  - c. Construction: Communities municipally managing a project must follow a competitive bid process, as is the case with the Department of Transportation. (It is important that realistic costs of construction be developed including environmental protection costs, safety protection costs, inspection costs, etc.)
8. Funding Source(s):
  - a. The applicant is responsible for supplying the matching funds. It is important that the application show the amount of matching funds (20% minimum) and also the source of these funds.
  - b. The applicant must explain who will maintain the completed project
  - c. A Project location map must be attached.
  - d. A matching commitment letter needs to be attached.
9. Please explain the status of your previously approved TE projects.

## PROJECT SELECTION PROCESS

The following will be the 2005-2006 Selection Process for Transportation Enhancement projects:

- **May 2, 2005** - The Regional Planning Commissions will notify the municipalities within their jurisdiction that applications are available at their offices. The NHDOT will similarly notify other state agencies and will prepare a press release for publication in newspapers.
- **August 1, 2005**- Applications must be submitted to the appropriate Regional Planning Commissions by close of work on August 1, 2005. This also applies to applicants from the

private sector. If the project spans more than one regional planning commission, such as a bicycle path, copies of the application must be sent to each affected planning commission.

- If the applicant is a State agency and the project is a specific site then the application must be sent to the Regional Planning Commission in which the site is located. As is often the case, state agency applications involve programs covering more than one municipality and/or region. In these cases, copies of the application must be sent to all affected Regional Planning Commissions.
- The Regional Planning Commissions will screen all of the applications under their individual jurisdiction. This screening should include making sure the form is complete, the cost estimates are realistic and that the project is eligible for funding under “Transportation Enhancement”. Regional Planning Commissions are required to check the appropriate eligible categories. **Five (5) copies** of each of the screened applications along with comments and recommendations must be sent to the New Hampshire Department of Transportation by **October 14, 2005**.
- All review comments noted during the review by NHDOT and FHWA will be sent to the RPC’s by December 15, 2005.
- Each RPC will correct any errors or omissions and send **Fifteen (15) copies** of each application, including corrected applications to the New Hampshire Department of Transportation by **Jan 15, 2006**.
- NHDOT will submit all applications to the Transportation Enhancement Advisory Committee (TEAC) by **January 31, 2006**.
- During the month of **February 2006**, the TEAC will meet to discuss the applications.
- During the month of **March 2006**, the TEAC will hold a public hearing and subsequently meet to make their recommendations and select projects.
- By **April 15, 2006**, the TEAC will submit their recommendations to the Commissioner of the New Hampshire Department of Transportation.
- The Commissioner will develop a recommendation and submit it with the Advisory Committee's recommendation to the Governor's Advisory Commission on Intermodal Transportation by **April 30, 2006**.
- The Governor's Advisory Commission on Intermodal Transportation (GACIT) select projects for inclusion in the Ten Year Transportation Improvement Plan by **May 31, 2006**.
- The Regional Planning Commissions include the selected projects in their respective Transportation Improvement Programs by **June 15, 2006** and the approvals, where applicable are completed by **September 2006**.

- The Commissioner of the New Hampshire Department of Transportation includes the projects in the Statewide Transportation Improvement Program for submittal to the Federal Highway Administration and the Federal Transit Administration.

## GENERAL

State applications will be submitted to RPC's for evaluation of the project. All State applications will not be ranked; instead there would be a recommendation of support (or lack of) from the RPC.

Once the projects are selected, the Department will identify the years in which the projects will be constructed or implemented based on the availability of funding and spending authority. The recommendations on project scheduling will be included in the submittal to the GACIT.

Once projects are approved, the successful applicants will be notified and informed. TE/CMAQ Project Manager from the NHDOT will contact the applicants and discuss project implementation schedules. Applicants should note this is not a grant program and each project will be processed consistent with federal-aid highway procedures as outlined in the TE/CMAQ Manual available to all the applicants through the RPC's or through the website: [www.te-cmaq.com](http://www.te-cmaq.com)

cc: Carol Murray, Commissioner  
Butch Knowlton, Director of Operations  
Jack Ferns, Director of Aeronautics and Rail & Transit  
Ansel Sanborn, Administrator Transportation Planning

## **Guiding Questions for Eligibility and Viability**

The guiding questions are intended to help assess how proposed projects meet the principles, and to assess some aspects of project viability. Prospective TE project sponsors should be able to respond appropriately to the guiding questions below. Some questions may not be applicable to particular activities or projects. State TE managers and FHWA divisions should confer on the relevance of specific questions when clarification is needed about the eligibility or viability of a proposed activity or project.

- How does the project function as a transportation facility or benefit the traveling public?
- How does the project benefit transportation safety?
- How does the project enhance the aesthetic, cultural, or historic aspect of the travel experience?
- How does the facility meet [accessibility guidelines](#) under the *Americans with Disabilities Act*?  
See: [US Department of Justice ADA Home Page](#) or [US Access Board](#).
- How does the proposed project size meet the project need and safety? Is it large enough to accommodate realistically expected use? Is it too large to justify the cost?
- What is the expected economic or useful life of the project?
- What agreements are needed to provide for continued maintenance and operation of the project over its economic or useful life? What is the funding source?
- Who will maintain and operate the project site, building, facility, or structure?
- What is the staffing plan for continued maintenance and operations over the economic or useful life of the project? What is the funding source for the staffing?
- What deed restrictions or use restrictions will be in place, if any?
- If necessary, what are the provisions for paying back TE funds?
- What access would the public have to the project site, building, facility, or structure? If limited, why?
- What are the hours, days, or seasons of operation? Is the facility open enough to justify a public investment?
- Will portions of the project site, building, or facility be restricted to private or commercial use? If so, what agreements and provisions are in place to assure that private funds cover costs that primarily benefit private or commercial use? See [Q&A #17](#) and [Q&A #29](#).
- If user fees are collected, how will the revenue be used? See [Q&A #12](#).
- What long-term benefits are expected from the project?
- What evaluation methods will help determine if the project or activities are successful?

Web sites for TE Guidance and answers to Q&A #17, 29 and 12

[www.fhwa.dot.gov/environment/te/principles\\_pt1.htm](http://www.fhwa.dot.gov/environment/te/principles_pt1.htm)

[www.fhwa.dot.gov/environment/te/principles\\_pt2.htm](http://www.fhwa.dot.gov/environment/te/principles_pt2.htm)

## **Specific Principles and Questions for Each of the 12 Eligible Categories**

### **1) Provision of facilities for pedestrians and bicycles**

*Eligibility Principle:* A facility for pedestrians and bicycles should be consistent with the provisions of [23 U.S.C. 217](#). The project must relate to surface transportation for nonmotorized use.

A bicycle facility must "be principally for transportation, rather than recreation, purposes" (23 U.S.C. 217(i)). Trails (including shared use paths) and pedestrian walkways open for pedestrian or other nonmotorized uses do not have this restriction (§217(h) anticipates recreational use along trails and pedestrian walkways), but still must relate to surface transportation. Recreational trails and motorized use trails are eligible under the [Recreational Trails Program](#).

*Guiding questions for eligibility and viability:*

- How does the facility serve trips that could otherwise be made by motor vehicles?
- How does the facility enhance safety for pedestrians or bicyclists or fill a gap in a pedestrian, bicycle, or other nonmotorized shared use path or trail network?
- To what extent are the connecting locations (origin and destination) different and distinct?
- How does the facility meet [accessibility guidelines](#) under the *Americans with Disabilities Act*?  
See: [US Department of Justice ADA Home Page](#) or [US Access Board](#).

### **2) Provision of safety and educational activities for pedestrians and bicyclists**

*Eligibility Principle:* The provision of safety and educational activities for pedestrians and bicyclists must inform, encourage, or help train people to walk or bicycle safely, and/or educate motorists about pedestrian and bicyclist safety.

*Guiding questions for Eligibility and Viability:*

- Who is the target audience? What knowledge or skills should the participants achieve?
- What products will be developed under this project?
- How is safety included in the educational or training materials?
- How would this activity enhance or supplement other highway safety education activities?
- What long-term benefits are expected from the project? Is continuing education needed, and, if so, how will it be provided?
- What evaluation methods will help determine if the activities are successful?



### 3) Acquisition of scenic easements and scenic or historic sites

*Eligibility Principle:* The acquisition of scenic easements and scenic or historic sites must benefit the travel experience and preserve the scenic or historic authenticity and integrity of the property or site for the traveler. The property or site must be strikingly distinct and offer the traveling public a pleasing or memorable visual or historic experience: the site is a principal reason for the trip. The view or historic site must be protected and preserved for perpetuity.

*Guiding questions for eligibility and viability:*

- What is the scenic or historic authenticity and integrity of the property or site? What are its scenic, aesthetic, or historic merits?
- How would these scenic or historic qualities be preserved and protected? What deed restrictions will be in place? Will the property be acquired or can it be protected by an easement?
- What evidence is there that the property or site is strikingly distinct and offers travelers a pleasing and/or memorable experience?
- Is the property or site classified as scenic today or will attempts be needed to enhance the scenic attributes? (Example: urban open space that has been impaired with other uses.)
- How visible are the scenic or historic attributes from a public road, path, or other surface transportation facility? What portion of the property is visible to the public? How would the public view the scenic or historic qualities of the property? Can the public view the property from more than one vantage point?
- Would the project have a surface transportation use? What types of uses? How much of the property or site would be used?
- What other uses would be anticipated? Are they eligible for TE funding?
- Is the property currently being used for other purposes, and will the use continue? Have any current or former uses caused potential hazardous material concerns on the property?
- How did surface transportation affect the location and use of the property or site during the period of its historic significance? How did surface transportation affect its scenic or aesthetic merits?
- How did the property or site affect surface transportation during the period of its historic significance? How did the scenic or aesthetic merits of the site affect surface transportation?
- How would the traveling public be informed about the historic, scenic, or related significance of the property or site and its relation to surface transportation?

#### **4) Scenic or historic highway programs (including the provision of tourist and welcome center facilities)**

*Eligibility Principle:* The scenic or historic highway program must serve the traveling public through the implementation of a scenic or historic highway program, including a State scenic byway program as recognized under [23 U.S.C. 162](#). A tourist or welcome center facility must serve travelers visiting one or more designated scenic or historic highways in the area. The term tourist or welcome center includes highway turnouts, overlooks, viewing areas, designation signs and markers related to specific scenic or historic sites, and roadwork necessary to accommodate the TE project, such as turn lanes. The connection to a scenic or historic site should take into account the intrinsic characteristics that make an area or site scenic or historic as determined by a Federal or State agency, or an area commission, where one exists. Where these mechanisms are not available, the proposal should document those characteristics that give evidence of a clear link to a specific scenic or historic site.

TE funds cannot be used for the ongoing administrative or operating expenses for scenic or historic highway program activities, for consultants to help administer the program, or to conduct general program training. See [FHWA Policy on Indirect Costs](#) (last section). Consultants may be hired to help administer a scenic or historic highway program using nonfederal funds.

TE funds may not be used for highway rest areas that are not part of a scenic or historic highway program. TE funds may not be used for community centers or general welcome centers that are not part of a scenic or historic highway program. Where a project sponsor intends to combine uses (such as a highway program welcome center using space in a community center), TE funds are limited to the share of the project that relates to a scenic or historic highway program.

*Guiding questions for eligibility and viability:*

- What is the scenic or historic authenticity and integrity of the highway?
- How would these scenic or historic qualities be preserved and protected?
- What are the scope, purpose, and goals of the scenic or historic highway program?
- How does the program or facility advance the implementation of the highway program to serve the traveling public?
- Would the project also be eligible for funding under the [National Scenic Byways Program \(23 U.S.C. 162\)](#)?

#### **5) Landscaping and other scenic beautification**

*Eligibility Principle:* A landscaping or scenic beautification project must enhance the aesthetic or visual character of a site, corridor, or community along a surface transportation facility. The project may include plantings, [vegetation management](#) (including removal of invasive plants and revegetation with native plants), or other landscaping that respects the natural heritage and regional character, consistent with [23 U.S.C. 319](#). The project also may include built elements or innovative design features, including public art, to enhance the landscape.

*Guiding questions for eligibility and viability:*

- How does the project enhance the landscape for the traveling public?

- How would the project offer the traveling public a pleasing and memorable visual experience?
- How would the natural and built elements work in harmony to enhance the natural, aesthetic, or visual character of a site, corridor, or community along a surface transportation facility and demonstrate sensitivity to the integrity of the place and context?
- What best practices does the project use for [vegetation management](#) (such as using native plants and removing invasive species)?
- What best practices or innovative designs does the project use for built elements?
- What impact does the project have on transportation safety?

## **6) Historic preservation**

*Eligibility Principle:* A historic preservation project must demonstrate a relationship to surface transportation and result in historic preservation consistent with the [Secretary of the Interior's Standards for Preservation Projects](#).

*Guiding questions for eligibility and viability:*

- What is the historic authenticity and integrity of the site, building, structure, or district?
- How would these qualities be preserved and protected?
- Would the project serve a surface transportation use? What type of surface transportation use(s), what portion of the site, building, structure, or district would serve a surface transportation use, and what other use(s) would be available?
- How did surface transportation affect the location and use of the site, building, structure, or district during the period of its historic significance?
- How did the site, building, structure, or district affect surface transportation during the period of its historic significance?
- How would the traveling public be informed about the historic significance of the site, building, structure, or district and its relation to surface transportation?

## **7) Rehabilitation and operation historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)**

*Eligibility Principle:* A project for rehabilitation and operation of historic transportation buildings, structures, or facilities must be for a building, structure, or facility historically used for a surface transportation purpose or function. Rehabilitation should be consistent with the [Secretary of the Interior's Standards for Preservation Projects](#).

*Guiding questions for eligibility and viability:*

- What is the historic authenticity and integrity of the building, structure, or facility?
- How would these qualities be preserved and protected?
- What surface transportation purpose or function did the building, structure, or facility provide during the period of its historic significance?
- How would the traveling public be informed about the historic significance of the building, structure, or facility, and its relation to surface transportation?

**8) Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)**

*Eligibility Principle:* A project for preservation of an abandoned railway corridor must preserve and protect a railway corridor. It may allow trail use on or along the corridor consistent with [23 U.S.C. 217](#). This category may not be used to keep a railroad corridor from becoming abandoned.

If the railroad corridor or portions of the corridor have been railbanked under [16 U.S.C. 1247\(d\)](#), there must be an agreement stating that the corridor is subject to restoration or reconstruction for railroad purposes. There must be an agreement specifying payback provisions if the restoration for railroad purposes takes place before the end of the economic or useful life of the project.

*Guiding questions for eligibility and viability:*

- Who owns the railway corridor property or parcels?
- What easements or deed restrictions are in effect? Do they include any reversionary rights?
- Will there be an agreement to ensure the preservation and protection of the corridor?
- If the corridor is on a revocable easement, are there provisions to pay back a *pro rata* share of TE funds?
- If a railroad corridor has been railbanked under 16 U.S.C. 1247(d), is there an agreement that the corridor is subject to restoration or reconstruction for railroad purposes in the future?
- How does the facility enhance safety for pedestrians or bicyclists, especially at intersections with other surface transportation facilities?
- How does the facility meet [accessibility guidelines](#) under the *Americans with Disabilities Act*?  
See: [US Department of Justice ADA Home Page](#) or [US Access Board](#).
- How would the project sponsor manage existing and native vegetation within the corridor?

## 9) Control and removal of outdoor advertising

*Eligibility Principle:* Control and removal of outdoor advertising must result in the removal of illegal and nonconforming billboards or other off-premise outdoor advertising signs. Sign owners must remove illegal signs or to be liable to the State for costs to remove illegal signs ([23 U.S.C. 131\(r\)](#)). TE funds may be used to remove illegal signs only after the DOT has attempted to recover the cost from a sign owner, but is not able to recover the cost. Control and removal of outdoor advertising may include monitoring and enforcement within the boundaries of the TE project for the purpose of aiding in the removal of signs within the project limits.

TE funds are not intended to fund a State's outdoor advertising control program. TE funds cannot be used for the ongoing administrative or operating expenses for outdoor advertising program activities, for consultants to help administer the program, or to conduct general program training. See [FHWA Policy on Indirect Costs](#) (last section of the memo). Consultants may be hired to help administer an outdoor advertising program using nonfederal funds.

*Guiding questions for eligibility and viability:*

- How many nonconforming, illegal, and other off premise advertising signs are targeted for removal under the proposed project?
- What monitoring or enforcement activities are envisioned that would aid in the removal of nonconforming signs within the project limits?
- Do the proposed TE project activities add value or effectiveness over and above the State's regular program?
- What is the relative cost of the activities under the proposed project in relation to the total level of effort and cost of administering and operating the State's overall outdoor advertising program? Are the all costs associated with the project reasonable and necessary?

## 10) Archaeological planning and research

*Eligibility Principle:* Archaeological planning and research must focus on physical evidence of historic or prehistoric human life or activity relating to surface transportation, or relating to artifacts recovered from locations within or along surface transportation corridors. The project must be consistent with the [Secretary of the Interior's Standards for Preservation Projects](#).

*Guiding questions for eligibility and viability:*

- What is the archaeological integrity of the ruins, artifacts, structural remains, and other physical evidence showing significant historic or prehistoric human life or activity?
- What, if any, surface transportation impacts affect the artifacts?
- How would the artifacts be preserved and protected?
- How did surface transportation affect human life or activity at this location during the period of archaeological significance?

- How did human life or activity at this location affect surface transportation during the period of archaeological significance?
- Would the traveling public have access to the ruins, artifacts, structural remains, and other physical evidence? If not, why?
- How would the traveling public be informed about the archeological significance of the ruins, artifacts, structural remains, and other physical evidence and the relation of human life or activity to surface transportation?

**11) Environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity**

*Eligibility Principle:* The environmental mitigation project must reduce the impacts of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity. The project may not substitute for environmental mitigation normally required under the [National Environmental Policy Act](#) (NEPA) and other [regulations for Federal-aid projects](#).

*Guiding questions for eligibility and viability:*

- What impact would the project have on transportation safety?
- What long-term benefits are expected for the natural resources? What performance measures and/or evaluation methods will help determine if the project is successful?

[Water pollution due to highway runoff](#)

- What is the source of the water pollution? How would the project address the source?
- What pollutants are in the water? How would the project intercept pollutants, or provide for pollution storage or abatement functions?
- How would the project benefit water quality?
- What [vegetation management](#) strategies would be used to improve highway runoff water quality?

[Wildlife protection and habitat connectivity](#)

- How would the project reduce vehicle-caused wildlife mortality? What kinds of wildlife would benefit?
- How would the project maintain, improve, or restore habitat connectivity?
- How would the project benefit animal habitats?
- What [vegetation management](#) strategies would be used to reduce vehicle-caused wildlife mortality or enhance habitat connectivity?

## 12) Establishment of transportation museums

*Eligibility Principle:* A transportation museum or transportation display must be for surface transportation. For multiple purpose museums, the costs borne through TE funds must be limited to the share attributable to a surface transportation focus. The museum must follow best practices established by the museum profession (see [Establishment of Transportation Museums](#) in the TE Guidance).

*Guiding questions for eligibility and viability:*

- How does the museum, museum section, or display relate to surface transportation?
- How does the project meet the definition for [Establishment of Transportation Museums](#)?

### Establishment of Transportation Museums

Transportation Museums established using TE funds must meet the following definition of a museum. The facility must; (1) be a legally organized not-for-profit institution or part of a not-for-profit institution or government-entity; (2) be essentially educational in nature; (3) have a formally stated mission; (4) have one full-time paid professional staff member who has museum knowledge and experience and is delegated authority and allocated financial resources sufficient to operate the museum effectively; (5) present regularly scheduled programs and exhibits that use and interpret objects for the public according to accepted standards; (6) have a formal and appropriate program of documentation, care, and use of collections and /or tangible objects; and (7) have a formal and appropriate program of presentations and maintenance of exhibits.

Establishment of transportation museums is interpreted to mean funding of capital improvements. The funds are not intended to reconstruct, refurbish, or rehabilitate existing museums, nor portions of museums, that are not for transportation purposes. It does not cover operations or maintenance of the facility. The museum must be related to surface transportation. Establishment of transportation museums is interpreted to include the costs of the structure and the purchase of artifacts necessary for the creation and operation of the facility. Displays, segments of buildings, or objects not directly related to transportation should not be funded with TE funds. TE funds may be used to build a new facility, add on a transportation wing to an existing facility, or convert an existing building for use as a transportation museum.

The museum must be open to the public and run by a public, non-profit or not-for-profit organization meeting the definition of museums stated above in this section. If entrance fees are charged for the museum a portion of the fee should be provided for the long term maintenance and operation of the facility.

The legislation governing the TE program specifically refers to TE activities "relating to surface transportation." Therefore, TE funds are not to be used to preserve aircraft or create an airport or air museum. Objects or structures related to aviation are not normally eligible for TE funds. Landscaping and other eligible TE activities may be appropriate for consideration for the road leading to an aviation facility.